

**18 APRIL 2003**

**Safety**



**MID-AIR COLLISION  
AVOIDANCE (MACA) PROGRAM**

**COMPLIANCE WITH THIS PUBLICATION IS MANDATORY**

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This instruction implements AFD 91-2, *Safety Programs*. The intent of the Program is to ensure personnel associated with flying are aware of the mid-air collision potential in the Travis AFB vicinity. There is no intent to restrict flying; the flying program emphasis is education. This instruction applies to all individuals and organizations conducting flying operations on Travis AFB and in Travis AFB controlled airspace, and all Travis AFB Air Traffic Control Facilities.

**SUMMARY OF REVISIONS**

This is a minor revision. It updates functional address symbols throughout text. Deletes the Mid-Air Collision Potential and Awareness Board as a separate body and the board's functions into the agenda of the quarterly Airfield Operations Board Meeting. **A bar ( | ) indicates a change since the last edition.**

**1. Terms.**

- 1.1. Air Traffic Control (ATC).
- 1.2. Federal Aviation Administration (FAA).
- 1.3. Instrument Flight Rules (IFR).
- 1.4. Visual Flight Rules (VFR).

**2. Background.**

- 2.1. Travis Air Force Base is located in an extremely congested flying area. The mid-air collision potential at Travis and in the surrounding area is relatively high due to the high number and close proximity of civil and military airports and the variety of flight operations. While most pilots are aware of the congested conditions, some pilots are not fully acquainted with the interaction of the var-

ious VFR-IFR activities. The Mid-Air Collision Avoidance Program seeks to increase pilot education of the collision potential and recommends measures to reduce the hazard.

### 3. Procedures.

3.1. Publicizing the mid-air collision potential is the best way to educate the flying public on collision avoidance. To increase awareness, the following actions will be accomplished:

3.2. 60 AMW/SEF:

3.2.1. Review Travis AFB traffic patterns, including instrument departure and arrival routes, semi-annually to identify potential air traffic conflict areas and recommend procedures to the Airfield Operations Board to reduce the hazard.

3.2.2. Coordinate with local FAA officials, airport managers, and airline representatives (if applicable) to solicit their suggestions and help in identifying hazards to air traffic. Publicize the areas with high mid-air collision potential by distributing graphics depicting the Travis AFB traffic areas and radar service areas. Encourage the use of radar flight-following and communication with Travis Air Traffic Control. Contact the organizations at least annually.

3.3. 60 OSS/OSA:

3.3.1. Convene a quarterly meeting of the Airfield Operations Board to discuss air traffic issues affecting Travis airspace. Mid-air collision avoidance will be an agenda item on each board meeting; OPR for this agenda item will be 60 AMW/SEF. This agenda item addresses mid-air collision potential and actions to reduce the hazard.

3.3.2. Develop graphics depicting Travis airspace to include traffic patterns, departure and arrival routes, and radar service coverage areas. Accompany 60 AMW/SEF representatives during local airfield visits and provide materials to accomplish item [3.2.2](#).

3.3.3. Ensure a current Terminal Area Graphic Notice for Travis AFB is published in Part IV of the Airman Information Manual.

3.3.4. Assign an Air Traffic Controller to brief aircrew members and answer questions concerning local ATC operations when requested by the flying organizations. The briefings should discuss local ATC procedures, traffic patterns, instrument approach procedures, conflict potential, and other matters pertaining to Air Traffic Control.

3.4. 60 AMW/PA:

3.4.1. Coordinate with local news media to publicize unusual flight operations such as air shows, fly-ins, and traffic pattern changes.

3.5. 349 AMW/SE:

3.5.1. Ensure associate reserve squadrons receive pertinent information for safer flying operations.

3.6. 60 SVS/SVBA:

3.6.1. The Aero Club Chief Pilot will ensure Aero Club members receives pertinent information for safer flying operations.

DENNIS M. MCCARTHY, Col, USAF  
Director of Wing Staff

**Attachment 1****GLOSSARY OF REFERENCES AND SUPPORTING INFORMATION*****References***

*AFPD 91-2, Safety Programs*

*Airman Information Manual, Part IV*